

property in the vicinity of Salmon Point than all the rest of the north coast of Lake Ontario, and think it is high time that something was done by the Government to save life. A good crew could easily be had."

Peter Huff—"Lived on the Point forty-five years; think Salmon Point the best place."

Capt. Hiram Welchea, Master Mariner: "In my opinion, Salmon Point is the place to locate the first life saving station, because there has been more loss of life in that vicinity than anywhere along the coast in my recollection."

Capt. John Heniman, South Marysburgh: "I have had a good deal of experience along the coast of Prince Edward. I don't think there has been so much loss on Salmon Point since the light was placed there, but I think it one of the best places to locate a life-saving station."

Capt. Hargrave, Master Mariner, South Marysburgh: "If two stations are to be located, Salmon Point should be the first (the road runs right along the shore, so that the boat would be available for a long distance along the beach.)"

Capt. Lobb, Master Mariner, Milford: "I have had a good deal of experience on the coast for fifteen years, and in trading about the Points now in question. I believe Salmon Point would be the proper place to locate a life-saving station."

Peter Ryckman: "I believe Salmon Point to be the worst point on this coast for wrecks, and that is the most desirable place for a life-saving station."

Now, Sir, I think the Government should take into their earnest consideration the advisability of protecting this dangerous point. I know they will point at once to the report of Captain McElhinny, who does say in one part of his report that Wellington is the best place for a station; but his best argument is that a crew could easily be obtained at that place. I may say that Salmon Point can furnish as good a crew as any part of Ontario. But Captain McElhinny makes this observation in his report:

"Salmon Point must be of very sharp, rocky formation, as shown in the case of the bodies of those saved from the wrecked schooner *Folger*, being very much mutilated in coming that short distance to the shore, and a vessel must go to pieces very quickly."

He says further, referring to Captain McCullough's recommendation:

"Captain Hugh McCullough, a person of a good deal of experience, gives in a letter his opinion, and recommends very strongly Wellington Beach for a life-saving station—"

Wellington Beach is a very different place from the village of Wellington. But Captain McElhinny goes on to say:

"It being central between Huyk's Point and Salmon Point. This, considering the distance between these points by the shore, would make the life-boat of very little use to Salmon Point, as no boat can go in the trough of the sea, and would have to be wheeled the whole length of the shore round the light."

So that, after all, Captain McElhinny gives us this statement that Salmon Point, the most dangerous part of the coast, is still unprotected. I may refer to the difficulty which seems to arise at South Bay Station, or Long Point as it is called, and I would like the hon. Minister to state whether the exact location of the life-boat built for that place has yet been agreed upon. Some say it should be on the lake coast, others on the bay coast. It might as well be in one of the mill-ponds as on the bay shore, for it would be utterly useless there. There are some other matters which I would like to have had the opportunity of bringing to the attention of the House. I have asked for papers, which I trust will be brought down. I would like to know if any report has been received from the captains or crews of these boats, in various parts of the Dominion, so that we may know if they have been of any service whatever to the country. We know that many wrecks have occurred and many lives lost, and it is high time to consider the amount of money that has been expended in this service, the length of time since its inauguration and what return it has rendered. There is one other point to which I wish to refer, not to effect any particular purpose, but merely to show that the anxiety of the Government to secure a suitable location for the life-boats has existed for some length of time. It is somewhat strange that the life-boats destined for Prince Edwards did not arrive for five or six months after they were reported to this House as finished and ready for shipment; as long

ago as 1882, the Government made strenuous efforts to secure a proper place for the location of the life-boat, especially strenuous just before the elections. A year after that, Capt. McElhinny was sent to Prince Edward to make enquiries about the coast, but the Department had made up its mind beforehand that Salmon Point was to be the locality. I do not know the object for writing the following letter, but the date is suspicious, the 12th of June, 1882, the day before the election; and Mr. Young, to whom the letter was addressed, happened to be a former supporter of this Government, though for good and sufficient reasons he did not see fit to attach himself to the party supporting the Government. So Mr. Young was written to, the day before the election, in these words:

"DEPARTMENT OF MARINE AND FISHERIES,
"OTTAWA, 12th June, 1882.

Sir,—The Department has had under consideration the question of establishing a life-boat station along the lake coast nearest Salmon Point. I understand that you are the owner of the land, and from your experience I presume you are able to give a reliable opinion as to the best and most convenient place to station a life-boat. I have to request, therefore, that you will inform the Department as to the best place for the station, in your opinion, and also as to the price at which you would be willing to sell, say one acre, in the event of its being determined to place a station on your land.

"I am, Sir,
"Your most obedient servant,
"WILLIAM SMITH,
"Deputy Minister of Marine and Fisheries."

The answer came after a considerable time, as follows:—

"SALMON POINT, 24th June, 1882.

"DEAR SIR,—In reply to your important questions, bearing date 12th June, I beg to say that the Dominion elections—it being near polling day—was the cause of my laziness in replying, as I felt great interest in trying to sustain the present Government, &c., &c."

Such was the effect produced by this letter, and I will allow hon. gentlemen to draw their own inferences.

Mr. WHITE (Hastings). Young voted all right.

Mr. PLATT. I think he did. If this was the first letter, there might not be so much cause for complaint; but this is not an isolated case. Another letter has come to my hand, written almost on the same day to a gentleman who had a little difference with the Government but who formerly supported them; and the letter sent to him was couched almost in the same language as that to Mr. Young, but it had not the same effect. This Mr. Young is a man of experience, who has written voluminous letters to the Department, but so far as I can learn none of his recommendations have been accepted by the Government. He expresses himself most strongly of the opinion that Salmon Point should be the location for the first and best life-boat. I shall not read the other letter which was written on this occasion, but I have it in my hand and can read it if necessary. I do not wish to make any capital out of this, but I hope the Government, in the conduct of this service in the future, will try to keep politics out of the question. On the other side of the line, our American friends keep politics out of it, and they seem to take a great deal of pride in the fact that, although at a change of Administration most of the other offices are changed, the life-saving service is kept intact. I trust this Government will copy in a great many respects, so far as the administration of our life service is concerned, the life-saving service of the United States.

Mr. WHITE (Hastings). The hon. gentleman's opponents say that the Government elected him a member for this House by advertising for the Welland Canal to go by Presqu'isle Harbour. If they wrote letters to keep him out of the House, through the life-saving station, they did more to keep him in it by the Murray Canal.

Mr. PLATT. I am not responsible for what my opponents do. However, the Government made a great mistake in the